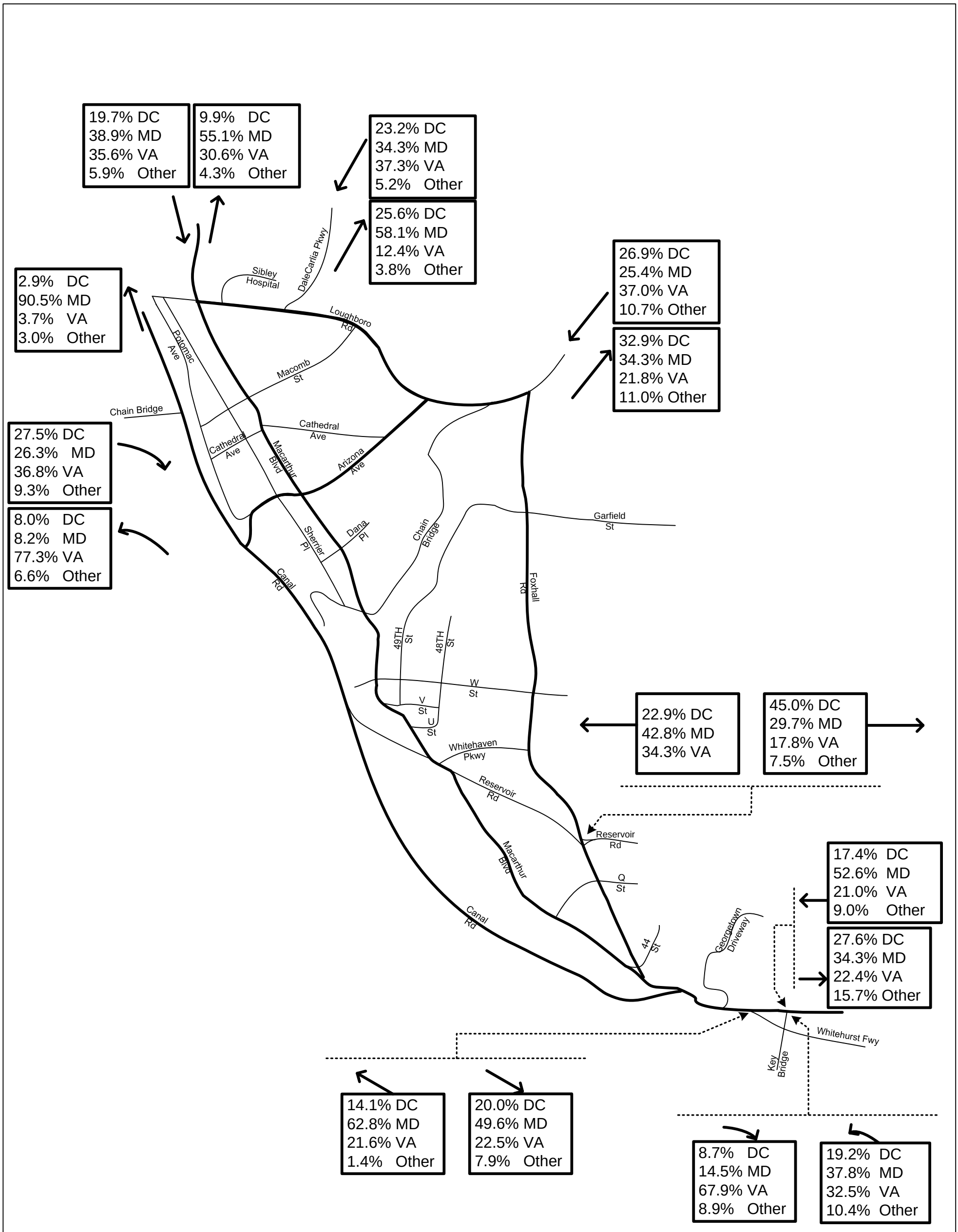


Not to Scale August, 2002	N	**Palisades Traffic Impact Study**	**PM Peak Hours (4:00 PM - 6:00 PM) License Plate Survey Results**	**FIGURE 13**

Table 6
Summary of Accident Data

Intersection	Total Number of Accidents			AM Peak Hour Percentage			PM Peak Hour Percentage			Off-Peak Percentage			Accident Type(s) (1997-1999)
	1997	1998	1999	1997	1998	1999	1997	1998	1999	1997	1998	1999	
Foxhall Road /Reservoir Road	4	1	4	0	0	0	50	0	25	50	100	75	Right Angle - 1 Rear End - 3 Side Swiped - 1 Fixed Object - 3 Other - 1
MacArthur Boulevard/Loughboro Road	0	4	1	0	50	0	0	25	100	0	25	0	Left Turn - 1 Rear End - 2 Side Swiped - 2
Foxhall Road/Canal Road	5	4	3	20	25	33.3	20	50	33.3	60	25	33.3	Rear End - 4 Side Swiped - 3 Head On - 2 Fixed Object - 2 Non Collision - 1
Canal Road/Arizona Avenue	7	4	8	0	0	12.5	28.6	25	0	71.4	75	87.5	Left Turn - 3 Right Turn - 2 Rear End - 8 Side Swiped - 6
Canal Road/Reservoir Road	3	5	2	0	0	0	0	0	50	100	100	50	Left Turn - 2 Rear End - 5 Fixed Object - 2
MacArthur Boulevard/Foxhall Road	4	3	1	0	0	0	0	0	0	100	100	100	Right Angle - 1 Left Turn - 1 Rear End - 4 Head On - 1 Parked - 1

N/A: Not Available
Appendix E presents the complete accident data worksheets used to generate the summary presented in Table 6.

Table 6
Summary of Accident Data
(Continued)

Intersection	Total Number of Accidents			AM Peak Hour Percentage			PM Peak Hour Percentage			Off-Peak Percentage			Accident Type(s)
	1997-1999			1997-1999			1997-1999			1997-1999			1997-1999
Foxhall Road/W Street	4	N/A	N/A	0	N/A	N/A	50	N/A	N/A	50	N/A	N/A	Right Angle - 1 Rear End - 1 Parked - 1 Other - 1
Canal Road/Key Bridge/M Street	5			0			20			80			Rear End - 1 Side Swiped - 1 Head On - 1 Parked - 1 Ran Off Road - 1
Canal Road/Chain Bridge	6			0			0			100			Rear End - 4 Head On - 2
Loughboro Road/MacArthur Boulevard	5			40			40			20			Left Turn - 1 Rear End - 2 Side Swiped - 2
Loughboro Road/Dalecarlia Pkwy	4			25			0			75			Rear End - 1 Head On - 1 Fixed Object - 1 Other - 1
Loughboro Road/Glenbrook Road	3			33.3			0			66.7			Right Angle - 3
Loughboro Road/Chain Bridge Road	2			0			0			100			Right Angle - 1 Rear End - 1

N/A: Not Available
Appendix E presents the complete accident data worksheets used to generate the summary presented in Table 6.

As Table 6 indicates, at the intersection of Foxhall Road and Canal Road a large proportion of the accidents occurred during the AM or PM peak hours. During these hours, the reversible lane operations are in effect at this location. Two of the accidents were head-on collisions. The Study Team is making recommendations to address observed safety deficiencies at this location. The recommendations are described in the Issues and Recommended Improvements section of this document.

Table 6 also shows that several intersections along Foxhall Road had a large number of accidents during the 1997-1999 time period. The intersections of Foxhall Road with Reservoir Road and MacArthur Boulevard had more than eight accidents each during the three-year time period. The Study Team is making recommendations to improve safety and traffic operations at these intersections. The recommendations are described in the Issues and Recommended Improvements section of this document.

PARKING

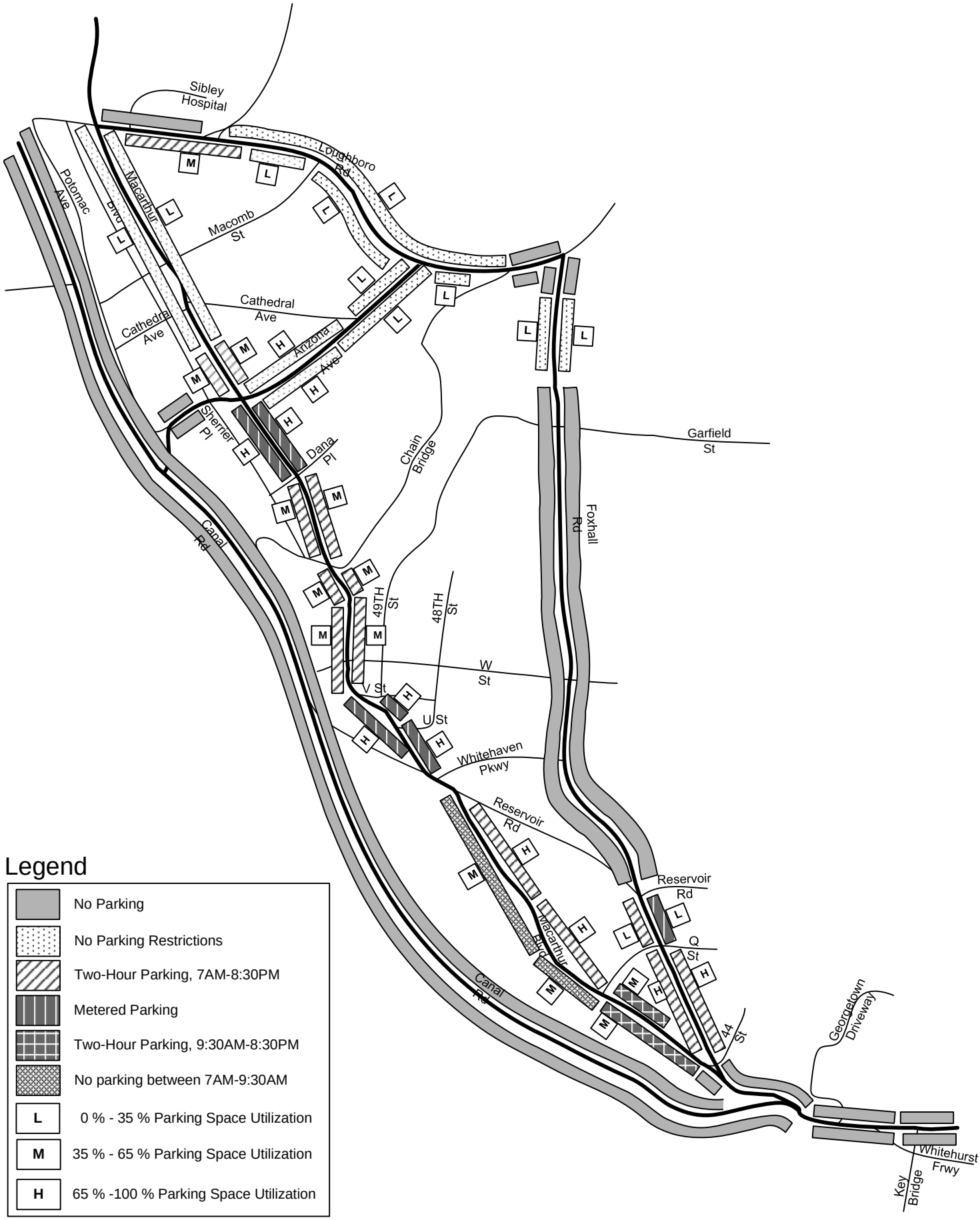
Parking restrictions vary significantly for the different corridors in the Study Area. As shown in Figure 14, while Canal Road has no parking, parking is allowed throughout MacArthur Boulevard. While there are long sections of Foxhall Road with no parking allowed, parking is allowed along most of Loughboro Road.

Parking restrictions vary along the corridors based on the land uses surrounding the roadway. For example, there are no parking restrictions on MacArthur Boulevard in the residential areas north of Arizona Avenue while there is metered parking in the commercial areas south of Arizona Avenue and north of Reservoir Road.

Parking utilization along Loughboro Road is generally low. However, the parking spaces along this road are utilized more intensively in the vicinity of Sibley Hospital. Parking utilization on MacArthur Boulevard is relatively low north of Arizona Avenue, it is high around the commercial areas south of Arizona Avenue. Another segment with high parking utilization is Foxhall Road between MacArthur Boulevard and Reservoir Road.

If more restrictive parking restrictions were imposed on MacArthur Boulevard, for instance limiting parking during peak hours, the capacity of this roadway could be increased. However, because of the relatively high parking utilization along MacArthur Boulevard, the Study Team is not recommending the implementation of new parking restrictions along this road.

Furthermore, while there are areas, such as the commercial enclaves along MacArthur Boulevard, with high utilization of available parking, there does not appear to be any need for supplementing the existing parking availability in these areas. During the peak parking demand periods, parking spaces on the side streets immediately adjacent to MacArthur Boulevard are used as a supplement to the available parking resources.



Not to Scale August, 2002	N	**Palisades Traffic Impact Study**	**Parking Restrictions and Utilization on Critical Corridors**	**FIGURE 14**